Scrap Tire Survey Form

CUSTOMER NAME: _____ DATE: _____

CUSTOMER LOCATION: _____ CUSTOMER NUMBER: _____

	CASING INFORMATION						RETREAD INFORMATION						TIRE SERVICE CONDITIONS							
Brand / Tire Tag Number	Casing Brand	Casing Size	Casing Pattern	Casing DOT (Plant)	Casing DOT (Week)	Casing DOT (Year)	Retread Brand	Retread Pattern	Retread DOT (Plant)	Retread DOT (Week)	Retread DOT (Year)	Number of Retreads	Remaining Tread Depth	Primary Removal Condition	Secondary Removal Condition	Number of Repairs	Retreadable/ Repairable	Warrantable	Responsibiliy (U.M.R)	Comments

TREAD:
- TR-1 Puncture/Cut (To Interior)
- TR-2 Puncture/Cut (Not To Interior)
- TR-3 Chipping/Chunking
- TR-4 Cut Separation
- TR-5 Impact Break
- TR-6 Stone Retention Damage
- TR-7 Brake Lock/Chipping
- TR-8 Irregular Wear
- TR-9 Worn Too Far
- TR-10 Defense Groove Tearing
- TR-11 Rib/Lug Tearing
- TR-12 Groove Cracking
- TR-13 Open Splice
- TR-14 Tread Leaving Belt
- TR-15 Belt Leaving Belt
- TR-16 Belt Leaving Casing
- TR-17 Other (Explain In Comments)

SHOULDER:
- SH-1 Puncture/Cut (To Interior)
- SH-2 Puncture/Cut (Not To Interior)
- SH-3 Diagonal Cracking
- SH-4 Circumferential Crack
- SH-5 Ozone Cracking
- SH-6 Radial Split
- SH-7 Migrating Wire
- SH-8 Abuse/Heat Separation
- SH-9 Separation
- SH-10 Belt Edge Separation
- SH-11 Other (Explain In Comments)

SIDEWALL:
- SW-1 Puncture/Cut (To Interior)
- SW-2 Puncture/Cut (Not To Interior)
- SW-3 Impact Break
- SW-4 Curbing Damage
- SW-5 Runflat Damage
- SW-6 Diagonal Cracking
- SW-7 Circumferential Cracking
- SW-8 Ozone Cracking
- SW-9 Cord Fatigue/CBU
- SW-10 Open Splice
- SW-11 Distorted Ply Cords
- SW-12 Bulge/Blister
- SW-13 Separation
- SW-14 Cut Separation
- SW-15 Other (Explain In Comments)

BEAD:
- BD-1 Cut
- BD-2 Mount/Dismount Damage
- BD-3 Bent Bead
- BD-4 Burned Bead
- BD-5 Ozone Cracking
- BD-6 Bead Crease
- BD-7 Chafer Edge Separation
- BD-8 Impact Chafer Edge Sep.
- BD-9 Chafer Separation
- BD-10 Ply Turn-Up Separation
- BD-11 Bead Burst
- BD-12 Other (Explain In Comments)

INTERIOR:
- N-1 Cut
- IN-2 Cracks
- IN-3 Blister/Bubble
- IN-4 Open Splice
- IN-5 Damaged (Foreign Object)
- IN-6 Chafer Edge Separation
- IN-7 Separation (From Innerliner)
- IN-8 Separation (From Casing)
- IN-9 Other (Explain In Comments)

GENERAL:
- GN-1 Improper Repair
- GN-2 Failure At Repair
- GN-3 Repairs Too Close
- GN-4 Missed Skive/Nail Hole (Retread)
- GN-5 Bond Line Failure (Retread)
- GN-6 Improper Buff
- GN-7 Branding Damage
- GN-8 Petroleum/Chemical Damage
- GN-9 Vehicle Damage
- GN-10 Dynamometer Damage
- GN-11 Foreign Material
- GN-12 Unknown
- GN-13 Customer Spec Not Met (Too Old)
- GN-14 Customer Spec Not Met (Too Many Repairs)
- GN-15 Customer Spec Not Met (Other)

Compliments of

BRIDGESTONE